

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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SECURITY INFORMATION

COUNTRY

China

REPORT NO.

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SUBJECT

Highway and Shipping Information,
Chekiang

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REFERENCES

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1. In mid-October highways connecting Wenchou were as follows:

- a. Wenchou-Linhai (N 28-52, E 121-06) highway. Buses left Wenchou for Linhai at 7:30 a.m., and Linhai for Wenchou at 12:30 p.m. The bus station in Wenchou was at Ch'ienkang (0467/3263) on the north bank of the Cuchiang. Passengers were mostly students, working people, and troops. Through tickets from Wenchou to Shanghai sold for JMP 350,000, computed at JMP 12,000 per 10 kilometers.¹ The route passed through Lihhai, Shachsing (N 30-00, E 120-34), and Hangchow and terminated at Shanghai, with possible transfers to other buses at Linhai and Hangchow.
- b. Wenchou-Lishui (N 28-26, E 119-54) highway. This highway wound along the Cuchiang, passed through Ch'ingt'ien (N 28-08, E 120-16), and ended at Lishui. The highway was not open to traffic because the Hsut'eng (2049/3326) Bridge, a 300-foot span outside the north gate of Wenchou, had not been completed.²
- c. Wenchou-Julan highway. This highway connected Wenchou, Julian, and P'ingyang (N 27-40, E 120-34). One bus ran each day from the Hualit'ang (5363/2692/1016) station at the south gate of Wenchou.

2. In mid-October shipping connections from Wenchou were as follows:

- a. The Lishui-Ch'ingt'ien-Wenchou Water Transportation Company, operated with civilian capital, had several hundred large ships and a hundred small ships, which sailed to Wench'i (N 28-11, E 120-22), Sungyang (N 28-26, E 119-28), and Lungch'uan (N 28-04, E 119-08). The Chinese Communists incorporated this company with the Sungyang-Lishui-Wenchou lines and Lungch'uan-Lishui-Wenchou lines into a joint transportation company with the head office at T'aishihmach'u (1132/0670/4316/5900), Wenchou, and branch offices at Lungch'uan and Sungyang. Tickets to Lishui were sold to personnel holding traveling merchants' permits.

25X1A

17

25X1A

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-2-

- b. A Chinese Communist trading company, with offices at the East Gate of Wenchou, had 100-ton ships sailing from Wenchou to Shanghai or Foochow. Sailing dates were never made known to the public, and each ship carried an escorting platoon. A ship, armed with one machine gun and carrying five policemen, left Wenchou for Loch'ing every day. Three civilian ships also make the trip, charging JMP 5,000 per passenger.
 - c. The Yungchia-Nanhsi (2809/3405) United Company had two steamers sailing between Wenchou and Nanhsi, carrying native products and foodstuffs. The head office was at Ankuan'ing (1344/3487/0080), Wenchou, and Communist cadres served as booking clerks. The passenger rate was JMP 500 to Hsiat'ang (0007/1048) and JMP 1,000 to Shat'ou (3097/7333).
 - d. From Wenchou, Communist authorities assigned ships to sail to each of the following places: Julian, T'ungling (2717/1545), Ch'uhsi (4234/2405/(sic)), and Chuangyun (3692/0337) Bridge. The trips were completed in one day.
3. On 31 October about 100 Chinese Communist boats were at Chinch'ingchiang (N 28-32, E 121-34). Six navy gunboats sailed to Haimen from the Choushans in October.
 4. During October the Li Min (0448/3046) Company,³ operated by the Chinese Communist East China Command, assigned 20 steamers to Haimen, Ningpo, and Wenchou to freight foodstuffs, weapons, and ammunition.
 5. In early November the steamers HSIN NING YU (2450/1380/5940)⁴ and CHOU SHAN (5297/1472) were making regular trips between Tinghai (N 30-03, E 122-06) and Shenchiamen (N 29-58, E 122-18), and the passenger fare for this trip was JMP 18,000. The home port for these vessels was Ningpo.
 6. In early November there were eight gunboats, four small gunboats, and twelve motorboats off Haimen. One steamer sailed from K'anmen (N 28-06, E 121-16) to Wenchou every Monday, Wednesday, and Friday, and returned to K'anmen every Tuesday, Thursday, and Saturday.
 7. In late November eleven motor junks and a gunboat were anchored at Yungch'uan (3057/1557) pier in the western suburbs of Wenchou. The gunboat, which arrived on 17 November, was about 500 tons and had four guns forward and two aft.
 8. In late November seven motor junks and two gunboats were anchored off Tung'tou (3159/7333). The gunboats were the KUNG P'ING (0361/1627) and the CHIEH FANG (6043/2397).

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1. [REDACTED] Comment.

[REDACTED] Comment. The availability of through bus service between Wenchou and Shanghai is questionable. In the past, persons travelling from Wenchou to Shanghai usually went by steamers or junks; if overland passage was attempted, it was usually by bus to the nearest station on the Chekiang-Kiangsi Railroad, and by train for the rest of the journey to Shanghai.

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-3-

25X1A

Comments.

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2. [REDACTED] reported that the construction of a road between Wenchou and Lishui was suspended in July 1952 because of a shortage of material.

3. [REDACTED] dated May 1952, stated that four transportation firms under the control of Chinese Communist military and government organs had been merged to form the Limin Transportation Company in Foochow. The location of this office in Wenchou may indicate that the Limin Transportation Company has coastal-wide transport functions in East China.

4. The HSIN NING YU was reported to be on a scheduled run between Ningpo and Shenchiamen; [REDACTED]

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